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UV-18 AIRCREW EVALUATION CRITERIA

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This publication implements AFPD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all air-crews performing duties in the UV-18 aircraft. With the exception of the associate instructor pilot programs, this publication does not apply to the Air National Guard or Air Force Reserve Command. Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver approval authority, and filed in accordance with AFI 33-360. According to AFI 11-200, major commands (MAJCOM) will coordinate proposed MAJCOM- level supplements to this volume through AETC/A3V to USAF/A3O prior to publication. (T-1). Field units below MAJCOM level will coordinate their supplements through their parent MAJCOM OPR prior to publication. (T-1). Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, to the parent MAJCOM through standardization/evaluation channels to AETC/A3V. The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. Privacy Act System of Records Notice F011 AF XO A, Aviation Resource Management System (ARMS) (**http://dpclo.defense.gov/privacy/SORNs/component/airforce/F011_AF_XO_A.html**), applies. The authorities to collect and or maintain the records prescribed in this publication are 37 U.S.C. 301a, Incentive pay; Public Law 92-204, Appropriations Act for 1973, Section 715; Public Law 93-570, Appropriations Act for 1974; Public Law 93-294, Aviation Career Incentive Act of 1974; DoD Instruction 7730.57, Aviation Career Incentive Act and Required Annual Report; Air Force Instruction 11-201, Volume 1, *Aircrew Training*; and E.O. 9397 (SSN) as amended. Ensure that all records created as a result of processes prescribed in this publication

are maintained in accordance with Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). (T-1). Attachment 1 contains a glossary of the references and supporting information used in this publication.

SUMMARY OF CHANGES

This revision implements Tier waiver authorities IAW AFI 33-360 and contains administrative updates for the OPR change and references.

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Chapter 1

GENERAL

1.1. Conducting Evaluations. Units will conduct all evaluations in accordance with the provisions of AFI 11-202, Volume 2, and this instruction. (T-2).

1.2. Procedures:

1.2.1. Flight examiners (FE) use the evaluation criteria contained in Chapter 3 for conducting flight and emergency procedures evaluations (EPE). (T-2). To ensure standard and objective evaluations, each FE must become thoroughly familiar with the prescribed evaluation criteria.

1.2.2. Unless specified, the examinee or FE may fly in the seat that best enables the FE to conduct a thorough evaluation. The FE normally occupies the left seat during periodic instructor mission evaluations.

1.2.3. Prior to the flight, the FE briefs the examinee on the purpose of the evaluation and how it is conducted. The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data and maps if required.

1.2.4. The FE thoroughly debriefs all aspects of the flight. These debriefs will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must attend the debrief if the overall grade is Q-3. (T-2).

1.2.5. To initially qualify as an instructor, a pilot must successfully complete a dedicated initial instructor evaluation. Subsequently, crewmembers designated as instructors will be evaluated on their ability to instruct during all periodic evaluations. (T-2). The FE will act as a student for the purpose of evaluating the examinee's instructional ability.

1.3. Grading Instructions:

1.3.1. Tolerances in performance parameters are based on conditions of smooth air and stable aircraft conditions. Momentary deviations from tolerances are not considered in grading provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the area grade.

1.3.2. FEs will use the evaluation criteria in **paragraphs 1.3.5** and **3.1** to determine individual area grades. When individual areas are performed well above the grading criteria standards, FEs will make appropriate comments stating performance and/or instruction was commendable in the Examiner's Remarks in the Comments block of the AF Form 8, *Certificate of Aircrew Qualification*. (T-2). FEs must exercise judgment when the wording of areas is subjective and specific situations are not covered.

1.3.3. The FEs will derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite of the observed events and tasks according to AFI 11-202, Volume 2, this instruction, and FE judgment. (T-2).

1.3.4. Critical areas require adequate accomplishment by the examinee in order to successfully achieve the mission objectives. If the examinee receives an unqualified grade in any critical area, the overall grade for the evaluation will be unqualified (Q-3). (T-2).

Critical areas are identified by "**(Critical)**" in the area title in **Chapter 3**. Grade critical areas as "Q" or "U."

1.3.5. The general evaluation criteria in Table 1.1 apply during all phases of flight (except as noted within the evaluation criteria in **Chapter 3**).

Table 1.1. General Evaluation Criteria.

ITEM	A General Area	B Q	C Q-	D U
1	Altitude	± 100 feet	± 200 feet	Exceeds Q- limits
2	Airspeed	± 5 knots	± 10 knots	
3	Heading	Maintains or rolls out ±5 degrees of desired heading	Maintains or rolls out ± 10 degrees of desired heading	

1.4. Emergency Procedures Evaluation (EPE):

1.4.1. The FE will administer an oral EPE either on the ground or in flight. (T-2). During the evaluation, the FE will include a sampling of emergency procedures resolved to a logical conclusion.

1.4.2. The FE will include an evaluation of the following items on an instrument/qualification EPE (T-2):

1.4.2.1. Aircraft general knowledge.

1.4.2.2. Emergency procedures. Evaluate all boldface procedures and at least one noncritical aircraft emergency procedure.

1.4.2.3. Alternate or divert airfields.

1.4.2.4. Cockpit/crew resource management (CRM).

1.4.3. The FE will include an evaluation of jump emergencies on a mission EPE. (T-2).

1.4.4. Units will not permit examinees receiving an overall unqualified grade (Q-3) because of an unsatisfactory EPE to fly in any aircrew position until the examinee completes a successful reevaluation. (T-2). For each EPE graded "qualified with additional training required," the FE will indicate whether the additional training must be accomplished before the next flight.

1.5. Completion of AF Form 8. Record and certify aircrew member qualification using the AF Form 8 in accordance with AFI 11-202, Volume 2. Additionally, with the exception of restrictions and exceptionally qualified designation (if used), place all comments on the reverse side of the AF Form 8.

1.6. Changes. USAF/A3 is approval authority for changes or revisions to this instruction.

Chapter 2

EVALUATION REQUIREMENTS

2.1. General:

2.1.1. There are five types of evaluations in the UV-18: qualification (QUAL), mission (MSN), instrument (INSTM), instructor (INSTR), and SPOT. Evaluations include requisites and required areas. **Table 2.1** indicates when a requisite is required (R) for an evaluation. **Table 2.2** prescribes required areas that must be included in the flight evaluation profile. Evaluation areas are aligned under the type of evaluation.

2.1.2. If it is impossible to accomplish a required area in flight, the FE may elect to evaluate the areas by an alternate method (aircrew training device, orally, etc.) in order to complete the evaluation. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee must complete an additional flight to complete the evaluation. The FE will document the alternate evaluation method in the Examiner's Remarks in the Comments block of AF Form 8.

2.2. Requisites. **Table 2.1** indicates the minimum requisites for each type of evaluation. When evaluations are combined, the examinee will accomplish all requisites for each evaluation. (T-2). The FE will document requisites in the ground phase of the AF Form 8. Units will combine similar exams into a single test and enter as one requisite on the AF Form 8.

Table 2.1. Evaluation Requisites.

ITEM	A Requisite	B QUAL	C MSN	D INSTM	E INSTR	F SPOT
1	Open book exam	R	R			
2	Closed book exam	R	R			
3	Boldface exam	R				
4	Instrument exam			R		
5	EPE	R	R		R	

2.3. Copilot Evaluations:

2.3.1. All copilot evaluations are combined INSTM and QUAL evaluations. For mission copilots, include the MSN evaluation.

2.3.2. The FE will brief the sortie profile and flies from the left seat. Include all required areas from **Table 2.2** (for the evaluations given) in the flight evaluation profile. The examinee will accomplish a normal instrument flight rules (IFR) departure. Evaluate a sampling of instrument maneuvers including unusual attitudes, holding, fix-to-fix, circling, or arcing. On MSN evaluations, evaluate Area 33, Wind Drift Indicator (WDI)/Jump Pattern Procedures (simulated or actual).

2.3.3. The examinee will perform normal approaches and fly a visual pattern, nonprecision and precision approaches (at least one of each), and 0-, 10-, and 20-degree flap landings.

Table 2.2. Pilot Evaluations.

ITEM	A	B	C	D	E	F
	Area	Title	Copilot	Pilot	Aircraft Commander	Instructor Pilot
General						
1	1	General Knowledge	R	R	R	R
2	2	Emergency Procedures	R	R	R	R
3	3	Publications	R	R	R	R
4	4	Mission Planning	R	R	R	R
5	5	Mission Briefing			R	R
6	6	Ground Operations	R	R	R	R
7	7	Checklist Procedures	R	R	R	R
8	8	Takeoff	R	R	R	R
9	9	Communications/ identification, friend or foe (IFF) Procedures	R	R	R	R
10	10	Clearing	R	R	R	R
11	11	In-Flight Planning	R	R	R	R
12	12	Departure/En Route Navigation	R	R	R	R
13	13	Outbase Procedures	R	R	R	R
14	14	Recovery	R	R	R	R
15	15	Mission Debriefing/Postflight Procedures	R	R	R	R
16	16	Task Management	R	R	R	R
17	17	Risk Management/Decisionmaking	R	R	R	R
18	18	Crew Coordination/Flight Integrity	R	R	R	R
19	19	Situational Awareness **(Critical)**	R	R	R	R
20	20	Airmanship **(Critical)**	R	R	R	R

ITEM	A Area	B Title	C Copilot	D Pilot	E Aircraft Commander	F Instructor Pilot
21	21	Safety **(Critical)**	R	R	R	R
22	22	Aircrew Discipline **(Critical)**	R	R	R	R
Qualification						
23	23	Visual Pattern	R	R	R	R
24	24	Normal Landing	R	R	R	R
25	25	Simulated Single-Engine Flight/Approach/Pattern		R	R	R
26	26	Simulated Single-Engine Landing		R	R	R
27	27	Simulated Single-Engine Go-around		R	R	R
28	28	Power-On Stall	R	R	Note 1	Note 1
29	29	Traffic Pattern Stall	R	R	Note 1	Note 1
30	30	Steep Turn	R	R	Note 2	Note 2
31	31	Slow Flight	R	R	Note 2	Note 2
32	32	Touch-and-Go Procedures				R
Mission						
33	33	WDI/Jump Pattern Procedures	R	R	R	R
34	34	Airspace Coordination	R	R	R	R
Instrument						
35	35	Basic Instrument Flight	R	R	R	R
36	36	Global Positioning System (GPS) Usage	R	R	R	R
37	37	Unusual Attitudes	Note 3	Note 3	Note 3	Note 3
38	38	Holding/Procedure Turn	Note 3	Note 3	Note 3	Note 3
39	39	Fix-to-Fix	Note 3	Note 3	Note 3	Note 3
40	40	Arcing	Note 3	Note 3	Note 3	Note 3
41	41	Circling Approach	Note 3	Note 3	Note 3	Note 3
42	42	Missed Approach/Climbout	R	R	R	R
43	43	Transition to Landing	R	R	R	R

ITEM	A Area	B Title	C Copilot	D Pilot	E Aircraft Commander	F Instructor Pilot
44	44	Nonprecision Approach	R	R	R	R
45	45	Precision Approach	R	R	R	R
Instructor						
46	46	Instructor Ability				R

Notes:
1. Sample either power-on or traffic pattern stalls.
2. Sample either slow flight or steep turns.
3. For INSTM evaluations, at least one of the following is required: unusual attitudes, holding, fix-to-fix, arcing, or circling approach.

LEGEND:
R – Required

2.4. Pilot Evaluations:

2.4.1. All evaluations are combined INSTM and QUAL evaluations. For combined MSN evaluations, evaluate Area 33, WDI/Jump Pattern Procedures (simulated or actual).

2.4.2. The FE will brief the sortie profile and fly the majority of the profile from the right seat. Include all required areas from **Table 2.2** (for the evaluations given) in the flight evaluation profile. The examinee will accomplish a normal IFR departure. Evaluate a sampling of instrument maneuvers, including unusual attitudes, holding, fix-to-fix, circling, or arcing.

2.4.3. The examinee will perform normal and single engine approaches and fly a visual pattern, nonprecision and precision approaches (at least one of each), and 0-, 10-, and 20-degree flap landings, including at least one right-seat takeoff and landing.

2.5. Aircraft Commander Evaluations:

2.5.1. All aircraft commander evaluations are combined MSN and QUAL evaluations.

2.5.2. The examinee will brief the sortie profile and flies from the left seat. Normally this evaluation is flown as an out and back with a visual flight rules (VFR) drop-in at an uncontrolled field, required area work, simulated off-station jump demo, and instrument procedures. Other profiles may be flown with FE concurrence. Include all required areas from **Table 2.2** (for the evaluations given) in the flight evaluation profile.

2.5.3. The examinee will accomplish a normal IFR departure, perform normal and single engine approaches and fly a visual pattern and 0-, 10-, and 20-degree flap landings. If an INSTM evaluation is combined with this evaluation, accomplish nonprecision and precision approaches (at least one of each) and sample instrument maneuvers, including unusual attitudes, holding, fix-to-fix, circling, or arcing.

2.6. Instructor Pilot Evaluations:

2.6.1. All instructor evaluations are combined MSN, QUAL, and INSTR evaluations to test both proficiency and instructor ability.

2.6.2. The examinee briefs the sortie profile and flies from the right seat. Include all required areas from **Table 2.2** in the flight evaluation profile. Accomplish a normal IFR departure. Evaluate a sampling of instrument maneuvers, including unusual attitudes, holding, fix-to- fix, circling, or arcing.

2.6.3. The examinee will accomplish Area 33, WDI/Jump Pattern Procedures, and perform normal and single engine approaches, a visual pattern, nonprecision and precision approaches (at least one of each), and 0-, 10-, and 20-degree and full-flap landings.

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, use the evaluation criteria in **Table 3.1** for required proficiency standards.

Table 3.1. Evaluation Criteria.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
1	Area 1. General Knowledge: a. Aircraft General.	Demonstrated a thorough knowledge of aircraft systems, limitations, and performance characteristics.	Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
	b. Flight Rules and Procedures.	Had a thorough knowledge of flight rules and procedures.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules and procedures.
	c. Local Area Procedures.	Had a thorough knowledge of local area procedures.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of local area procedures.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	**Q**	**Q-**	**U**
2	Area 2. Emergency Procedures.	Used all available indications to analyze the situation. Applied correct, immediate response to boldface and nonboldface emergency situations. Resolved the emergency situation to a logical conclusion. Effectively used checklist. If in flight, maintained aircraft control during performance of critical or noncritical action emergency procedures.	Missed some indications to analyze the situation. Response to boldface was correct. Response to certain areas of nonboldface emergencies or follow-on steps to boldface procedures was slow or confused. Used the checklist, but was slow to locate required data. If in flight, aircraft control was affected, but still safe during performance of critical or noncritical action emergency procedures.	Was unable to correctly analyze problems or take corrective action. Made an incorrect response for boldface. Did not use checklist or lacked acceptable familiarity with its arrangement or contents. If in flight, aircraft control was potentially unsafe during performance of critical or noncritical action emergency procedures.
3	Area 3. Publications.	Flight manuals and required directives were current, contained all supplements and changes, and were properly posted.	Flight manuals and required directives contained deficiencies that would not impact flight safety or mission accomplishment.	Flight manuals and required directives were outdated, missing, and/or contained deficiencies that would impact flight safety or mission accomplishment.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
4	Area 4. Mission Planning.	Developed a sound plan to accomplish the mission (mission pilot or instructor pilot). Checked all factors applicable to flight according to applicable directives. Was aware of alternatives available, if flight could not be completed as planned. Complied with local go/no-go procedures. Prepared at briefing time.	Made minor errors or omissions that resulted in minor detractions to mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not comply with local go/no-go procedures. Was not prepared at briefing time.
5	Area 5. Mission Briefing.	Was well organized and professional. Established objectives. Crew clearly understood mission requirements. Concluded briefing in time to allow for preflight and ground operations.	Was hard to follow. Dwelled on nonessential mission items. Omitted minor mission events.	Did not conclude in time for preflight and ground operations, which impacted mission accomplishment. Briefing created doubts or confusion. Omitted major mission events.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
6	Area 6. Ground Operations.	Accurately determined readiness of aircraft for flight. Performed all pre-takeoff and post-landing checks in accordance with the flight manual and applicable directives. Taxied or reverse taxied the aircraft safely while maintaining proper control deflections and power settings. Visually cleared for ground traffic and obstacles.	Minor procedural deviations occurred that did not detract from mission effectiveness.	Failed to accurately determine readiness of aircraft for flight. Omitted major items of the appropriate checklist. Made major deviations in procedure that would prevent safe mission accomplishment. Taxied or reverse taxied in an unsafe manner.
7	Area 7. Checklist Procedures.	Completed all checklists in the prescribed order at a point in the mission as designated by aircraft flight manual and appropriate directives.	Required checklist items were missed or completed in the wrong order, but this did not significantly impact systems operations, crew coordination, or safe mission accomplishment.	Did not accomplish required checklists, which would potentially impact system operations, crew coordination, or safe mission accomplishment.
8	Area 8. Takeoff.	Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques. Transitioned to appropriate climb angle and airspeed.	Made minor flight manual procedural or technique deviations during takeoff or climbout. Control was rough or erratic.	Takeoff or climbout was potentially dangerous. Exceeded aircraft or systems limitations. Failed to establish proper climb attitude. Overcontrolled aircraft resulted in excessive deviations from intended flightpath.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
9	Area 9. Communication/ IFF Procedures.	Had complete knowledge of and compliance with correct communication and IFF procedures. Transmissions were concise and accurate and used proper terminology. Complied with and acknowledged all required instructions. Thoroughly familiar with communications security requirements. Intercockpit communications were clear, concise, and understood.	Occasionally deviated from correct procedures requiring retransmissions or resetting codes. Slow to initiate or missed several required calls. Made minor errors or omissions that did not significantly detract from situational awareness or mission accomplishment. Transmissions contain extraneous matter, were not in proper sequence, or used nonstandard terminology. Intercockpit communications were sometimes unclear or confusing, but did not significantly impact mission accomplishment or safety.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness or mission accomplishment. Unclear or confusing intercockpit communications significantly impacted mission accomplishment or flight safety.
10	Area 10. Clearing.	Maintained constant vigilance during all phases of flight using visual and auditory information. Timely actions were taken to reduce potential conflicts.	Vigilance was intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate and actions were not taken to reduce possible conflicts.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
11	Area 11. In-Flight Planning.	Properly demonstrated fuel management. Adapted to fuel, time, weather, and/or airspace limitations.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for fuel or time limitations, weather, and airspace limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel or time management prevented mission accomplishment. Did not adjust to weather and airspace.
12	Area 12. Departure/ En Route Navigation.	Performed departure and en route navigation as directed and/or in accordance with published or local directives.	Minor deviations occurred during completion of departure or en route navigation.	Failed to comply with departure procedures or en route navigation instructions.
13	Area 13. Outbase Procedures.	Demonstrated proper flight service station (FSS) or base operations procedures. Conducted proper trip planning to include: AF Form 70, *Pilot's Flight Plan and Flight Log*, or equivalent; takeoff weight and climb performance; cargo loading; and fuels coordination. Knew proper aircraft handling requirements to include fueling, propeller locks, intake covers, tiedown points, and door locks.	Made minor errors in trip planning which did not detract from mission accomplishment. Displayed lack of knowledge in aircraft handling and security.	Performed unsuccessful planning to include improper use of AF Form 70. Made major errors in trip planning that detracted from mission accomplishment. Unable to properly or safely manage aircraft handling procedures.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
14	Area 14. Recovery.	Flew as directed or via the published recovery routings.	Made minor deviations to published recovery routings.	Was unable to perform published recovery routings.
15	Area 15. Mission Debriefing/ Postflight Procedures.	Properly debriefed all applicable areas of the mission. Made a clear analysis of events or maneuvers. Answered all crewmember questions. Properly completed AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*, and other postflight documentation.	Made minor errors or omissions in debriefing or mission critique. Was occasionally unclear in analysis of events or maneuvers. Minor errors in AFTO Form 781 and other postflight documentation.	Made major errors or omissions in debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Left crewmembers with unanswered questions. Made major errors in AFTO Form 781 and other postflight documentation.
16	Area 16. Task Management.	Effectively set priorities in flight. Used other crewmembers when task overloaded. Recognized when other crewmembers were overloaded and assisted when required.	Made minor errors in prioritization or management of task that did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks that seriously degraded mission accomplishment or potentially impacted safety of flight.
17	Area 17. Risk Management/ Decisionmaking.	Effectively identified contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying contingencies, gathering data, or communicating decisions that did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated decisions that would have seriously degraded mission accomplishment or potentially impacted safety of flight.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	**Q**	**Q-**	**U**
18	Area 18. Crew Coordination/ Flight Integrity.	Effectively coordinated with other crewmember throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew efficiency.	Performed poor crew coordination that would have seriously degraded mission accomplishment or potentially impacted safety of flight.
19	Area 19. Situational Awareness **(Critical)**.	Accurately analyzed flight conditions. Planned and acted in a timely manner to ensure safe mission accomplishment. Prioritization of flight requirements assured mission success.	(**Note:** Because this area is critical, Q- is not applicable.)	Misanalyzed flight conditions and/or failed to prioritize, plan, or act in a timely manner would have seriously degraded mission accomplishment or potentially impacted safety of flight.
20	Area 20. Airmanship **(Critical)**.	Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	(**Note:** Because this area is critical, Q- is not applicable.)	Made decisions or lack thereof that would have resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
21	Area 21. Safety **(Critical)**.	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	(**Note:** Because this area is critical, Q- is not applicable.)	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
22	Area 22. Aircrew Discipline **(Critical)**.	Demonstrated strict professional flight and crew discipline throughout all phases of the mission.	(**Note:** Because this area is critical, Q- is not applicable.)	Failed to exhibit strict flight or crew discipline. Violated flight restrictions or established procedures.
23	Area 23. Visual Pattern.	Flew the visual pattern using appropriate pattern spacing, pattern altitude, and appropriate glidepath on final. Used proper analysis of pattern winds and flap condition to maintain pattern spacing. Used adequate pitch and power setting to maintain altitude (± 150 feet) and pattern airspeeds (- 5 to + 10 knots indicated airspeed [KIAS] of briefed airspeed).	Performed patterns with minor deviations to procedures outlined in the flight manual, operational procedures, and local directives. Aircraft control was safe, but not consistently smooth. Alignment with runway varied. Was slow to correct to proper or briefed airspeed. Airspeed was - 10 to + 15 KIAS.	Patterns not performed according to procedures outlined in the flight manual, operational procedures, and local directives. Performed erratic aircraft control. Made large deviations in runway alignment. Exceeded Q- parameters.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	**Q**	**Q-**	**U**
24	Area 24. Normal Landing.	While established on final, began a roundout and flare at a point appropriate to speed and configuration. Selected proper aim point and reduced power with consideration given to gross weight, winds, and runway length so as to touchdown was within prescribed landing zone. Removed any crab and/or drift prior to touchdown and maintained runway centerline. Touchdown occurred near the stall speed. Did not apply reverse thrust and brakes until the nosewheel was down (full stop landings only).	Made minor procedural errors. Erratic aim point, airspeed, touchdown, or braking. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic aimpoint, airspeed, touchdown, or braking potentially impacted safety of flight.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
25	Area 25. Simulated Single-Engine Flight, Approach, and Pattern.	Maintained proper aircraft control while flying simulated single engine. Established proper pitch and power settings with the use of the good engine. Remained coordinated through use of flight controls. Proper analysis of pattern winds was used to maintain pattern spacing. Maintained pattern altitude (± 150 feet) and airspeed (- 0, + 10 KIAS).	Made minor deviations from recommended procedures, airspeed and altitudes and unnecessary maneuvering due to minor errors in planning or judgment. Safety was not compromised.	Made major deviations from recommended procedures, airspeed and altitudes. Required excessive maneuvering. Safety of flight was potentially compromised.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
26	Area 26. Simulated Single-Engine Landing.	Set the proper pitch picture on final in order to achieve the proper roundout and landing attitude on touchdown. Reduced power at the proper point, giving consideration to gross weight, winds, and runway length. Landed on centerline with no crab. Upon touchdown, did not select reverse thrust. Maintained aero-braking until appropriate speed or condition. Used wheel braking to bring the aircraft to a stop without skidding.	Made minor procedural errors. Performed erratic aim point, airspeed, touchdown, or braking. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Techniques were potentially unsafe or incorrect procedures were applied.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
27	Area 27. Simulated Single-Engine Go-Around.	Safely executed the go-around procedure as per the single-engine go- around checklist. In the event of an unplanned go around, made the decision to go around in a timely manner and with minimum altitude loss. Maintained aircraft control by use of rudder and aileron for minimum drag. Set throttle to calculated power setting.	Was slow to initiate a go-around or accomplish procedural steps.	Did not self-initiate a go-around when appropriate or directed. Techniques were potentially unsafe or incorrect procedures were applied.
28	Area 28. Power-On Stall.	Set approximately 20 to 25 degrees nose high and recognized the full stall indication for the power on stall. Accomplished recovery without adjusting power by releasing elevator back pressure and rolling wings level. Max performed the recovery for minimum altitude loss while avoiding secondary stalls.	Slow to set required pitch attitude. Adjusted power for recovery. Slow to release adequate back pressure or delayed rolling wings level. Had some secondary stall, but recognized promptly and corrected it.	Setup did not allow for full stall. Adjusted power for recovery. Did not release adequate back pressure or did not roll wings level. Secondary stalls delayed recovery. Had excessive altitude loss during recovery.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	**Q**	**Q-**	**U**
29	Area 29. Traffic Pattern Stall.	Recovered promptly at the first indication of a stall (aerodynamic buffet or stall warning horn) by relaxing back elevator pressure, adding power, and using rudder and ailerons to roll wings level. Recovered to the maneuver's starting airspeed and did not descend during recovery. Used correct flap configuration.	Was slow to analyze attitude or erratic in recovery to level flight. Was slow to recognize or use the proper power setting and configuration.	Failed to correctly analyze attitude or failed to recover using correct recovery procedures.
30	Area 30. Steep Turn.	During turns of 45 or 60 degrees of bank, controlled airspeed (± 10 KIAS) and altitude (± 200 feet), and rolled out on desired point (± 10 degrees). Used sufficient rudder to remain coordinated throughout the maneuver.	Maintained planned altitude (± 300 feet). Rolled out on desired point (± 15 degrees) of planned heading. Maintained planned airspeed (± 15 KIAS).	Exceeded Q-criteria.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
31	Area 31. Slow Flight.	Performed three consecutive turns of 90, 180, and 90 degrees. Rolled out on beginning heading (± 10 degrees). Maintained airspeed of 70 to 75 KIAS (± 5 KIAS) and altitude (± 100 feet) throughout the maneuver. Used sufficient rudder to remain coordinated.	Rolled out on beginning heading (± 20 degrees). Maintained airspeed of 70 to 75 KIAS (± 10 KIAS) and altitude (± 200 feet) throughout the maneuver.	Exceeded Q-criteria.
32	Area 32. Touch-and-Go Procedures.	Executed touch-and-go procedures while maintaining proper aircraft control. Checklist items were accomplished smoothly. Reconfiguration accomplished correctly and timely. Landed with little deviation from runway centerline. Thoroughly briefed procedures and crew coordination.	Touchdown was outside prescribed landing zone, but did not impact safety of flight. Reconfiguration was unnecessarily delayed, but did not impact safety of flight.	Touchdown wasoutside prescribed landing zone which potentially impacted safety of flight. Delayed reconfiguration or used incorrect procedures. Procedures and crew coordination were not briefed.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
33	Area 33. WDI/Jump Pattern Procedures.	Flew the WDI and/or jump patterns at briefed altitudes (-100, + 200 feet) and 80 to 85 KIAS (± 5 KIAS). Displayed a good understanding of how winds affect the pattern. Planned each jump pattern to meet the appropriate timing requirements for the parachute drops. Accomplished this through proper drift corrections and knowledge of the jump run-in ground track. Used proper configuration and drop clearance lights.	Flew the WDI and/or jump patterns at briefed altitudes (-200, + 300 feet) and 80 to 85 KIAS (± 10 KIAS). Displayed limited understanding of wind and drift correction. Madesome errors in timing, proper drift corrections, and knowledge of run-in ground track. Slow to use proper configuration or drop clearance lights.	Exceeded Q-criteria. Consistently did not fly correct jump run-in ground track. Made incorrect adjustments to timing or wind drift that would not allow for safe jumper exit. Used incorrect configuration or drop clearance lights that potentially impacted safety.
34	Area 34. Airspace Coordination: a. General.	Followed local area procedures and air traffic control (ATC) instructions regarding area boundaries, required ground tracks, and altitude restrictions for all phases of flight. Efficiently used available airspace to safely accomplish the mission.	Made errors in following local area boundaries, ground tracks, and altitude restrictions. Made questionable, but safe decisions to efficiently use available airspace.	Showed a lack of knowledge or disregard for local area procedures or ATC instructions. Made potentially unsafe decisions in airspace coordination.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
	b. Jump Operations.	Coordinated for airspace usage by following the published procedures. Coordinated with appropriate agencies (drop zone control officer, FSS, ATC, etc.). Obtained required clearance to drop.	Made some errors in airspace coordination that did not impact mission accomplishment, successful jump operations, or safety. Slow to obtain clearance to drop.	Made major errors in airspace coordination that potentially impacted mission accomplishment, successful jump operations, or safety. Did not obtain clearance prior to drop.
35	Area 35. Basic Instrument Flight.	Maintained proper airspeed, headings, and altitudes. When deviations occurred, timely corrections were made to place the aircraft back within proper parameters. Used the control performance concept in setting proper pitch and power settings to maintain airspeed, altitude, and heading.	Made minor deviations in airspeed, headings, and altitudes. Was slow to use the control performance concept in setting proper pitch and power settings, but maintained safe flight.	Was unable to maintain proper airspeed, heading, and altitude without potential compromise of safety.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
36	Area 36. GPS Usage: a. Copilot and Pilot.	Performed turn-on and self-test, way point selection, and direct-to operation. Used navigation pages, wind calculation, nearest airport function, and message page viewing. Was able to properly load and fly GPS approaches and understand GPS displays.	Was able to perform major operations outlined in Q criteria. Was unable to perform minor operations.	Was unable to effectively use GPS.
	b. Aircraft Commander and Instructor Pilot.	Performed the same as copilot or pilot in addition to using flight plan entry, supplemental way point navigation, and finding frequencies for nearest FSS or air route traffic control center.	Was able to perform major operations outlined in Q criteria. Was unable to perform minor operations.	Was unable to effectively use GPS.
37	Area 37. Unusual Attitudes.	Recovered to level flight expeditiously, using visual procedures or instrument procedures outlined in AFMAN 11-217, Volume 1, *Instrument Flight Procedures,* while not stalling or exceeding G or bank limitations.	Was slow to analyze attitude or was erratic in recovery to level flight. Used correct recovery procedures.	Was unable to determine attitude. Used improper recovery procedures.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
38	Area 38. Holding/ Procedure Turn.	Performed prescribed entry procedures and maintained designated track according to AFMAN 11-217, Volume 1, and other appropriate directives.	Made minor deviations from prescribed procedures, but safely accomplished the procedure.	The holding or procedure turn was not according to published procedures and directives.
39	Area 39. Fix-to-Fix.	Fix-to-fix procedures were flown in accordance with steps outlined in AFMAN 11-217, Volume 1. An approximate initial heading was determined, followed by a sustained effort to continually update the initial heading to arrive at the fix (± 3 nautical miles [nm]).	Made frequent or large heading changes, reached fix ± 5 nm. Made minor deviations from prescribed procedures, but safely accomplished the procedure.	Fix-to-fix was not according to published procedures and directives. Exceeded Q- criteria.
40	Area 40. Arcing.	Proper aircraft control was maintained throughout this instrument procedure maintaining the arc (± 1 nm).	Followed instrument procedure to maintain the arc (± 2 nm). Made minor deviations from prescribed procedures, but safely accomplished the procedure.	Arcing was not according to published procedures and directives. Exceeded Q- criteria.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	**Q**	**Q-**	**U**
41	Area 41. Circling Approach.	Descended to the proper circling minimum descent altitude (MDA) (-0, + 150 feet). Circled in the proper direction. Executed procedure in accordance with AFMAN 11-217, Volume 1.	Descended to the proper circling MDA (- 0, + 200 feet). Circled in the proper direction. Made minor deviations from prescribed procedures, but safely accomplished the procedure.	Circling was not according to published procedures and directives. Exceeds Q- criteria.
42	Area 42. Missed Approach/ Climbout	Knew and executed the proper missed approach or climbout procedures. Understood the differences between missed approach and climbout instructions and flew the appropriate procedure.	Executed missed approach or climbout with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach or climbout with major deviations or did not comply with applicable directives.
43	Area 43. Transition to Landing.	Accomplished the transition from the instrument approach to landing in accordance with AFMAN 11-217, Volume 1. Safely placed the aircraft in a position to land while avoiding tendencies to "duck under."	Made a slow transition to the landing phase. Made minor deviations to the procedure, but was able to maintain safe flight.	Made a late transition to the landing phase. Excessive power and pitch inputs resulted in an excessively long or short landing. Unable to land out of the approach.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
44	Area 44. Nonprecision Approach (may include automatic direction finder (ADF), very high frequency omnidirectional radio (VOR), VOR-distance measuring equipment (DME), airport surveillance radar (ASR), localizer, or GPS).	Adhered to all published or directed procedures and restrictions. Used appropriate descent rate to arrive at MDA (- 0, + 100 feet) at or before the visual descent point. Position permitted a safe landing. Maintained airspeed (- 5, + 10 KIAS), ASR heading (± 5 degrees), VOR or nondirectional beacon (NDB) course (± 4 degrees), course at missed approach point (± 5 degrees), GPS or localizer course (± 1 dot), and MDA (- 0, +100 feet).	Maintained airspeed (- 10, + 15 KIAS), ASR heading (± 10 degrees), VOR or NDB course (± 8 degrees), GPS or localizer course (± 2 dots), and MDA (- 0, + 200 feet). Was able to perform a nonprecision approach with minor errors. Safety was never compromised.	Exceeded Q-criteria. Was unable to performed nonprecision approach without potentially compromising flight safety.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
45	Area 45. Precision Approach (may include instrument landing system (ILS) or precision approach radar (PAR)).	Performed procedures as published and according to applicable flight manual guidance. Made smooth and timely corrections to azimuth and glide slope. Complied with decision height. Aircraft position permitted a safe landing. Maintained airspeed (- 5, + 10 KIAS), ILS glide slope or azimuth (± 1 dot), and PAR heading (± 5 degrees).	Maintained airspeed (- 10, + 15 KIAS), ILS glide slope or azimuth (- 1, + 2 dots), and PAR heading (± 10 degrees). Was able to perform precision approaches with little or minor errors. Safety was never compromised.	Exceeded Q-criteria. Was unable to perform precision approach without potentially compromising flight safety.
46	Area 46. Instructor Ability: a. Briefing/ Debriefing.	Presented a comprehensive, instructional briefing or debriefing that encompassed all mission events. Proper use of training aids and reference material. Gave proper analysis of all events or maneuvers. Clearly defined objectives.	Made minor errors or omissions in briefing, debriefing, or mission critique. Incomplete use of training aids and reference material. Was occasionally unclear in analysis of events or maneuvers.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids or reference material effectively. Briefing or debriefing was below the caliber of that expected of instructors. Failed to define mission objectives.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
	b. Demonstration of Maneuvers.	Performed required maneuvers within prescribed parameters. Provided concise, meaningful, in- flight commentary. Demonstrated instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below-average instructor proficiency.
	c. Instructor Knowledge	Demonstrated in-depth knowledge of procedures; requirements; aircraft systems, performance, or characteristics; mission; and tactics beyond that expected of non-instructors.	Had deficiencies in depth of knowledge of procedures; requirements; aircraft systems, performance, or characteristics; mission; or tactics.	Was unfamiliar with procedures; requirements; aircraft systems, performance, or characteristics; mission; or tactics. A lack of knowledge in certain areas seriously detracted from instructor effectiveness.
	d. Ability To Instruct.	Was a proficient instructor. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Had inadequate ability to instruct or evaluate. Was unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Did not remain aware of aircraft or mission situation at all times.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
	e. Grading Practices.	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.
47	Area 47. Formation Briefing (Lead).	Flight members clearly understood mission requirements. Concluded briefing in time to allow for individual crew briefs.	Briefing was hard to follow. Omitted minor mission events.	Flight members had doubts or confusion about mission requirements. Did not conclude briefing in time for individual crew briefings. Omitted major mission events.
48	Area 48. Communication/ Radio Procedures (Lead/Wing).	Interflight radio communications were clear, concise, and understood.	Interflight radio communications were sometimes unclear or confusing, but did not impact mission accomplishment or flight safety.	Unclear or confusing interflight radio communications significantly impacted mission accomplishment or flight safety.
49	Area 49. Taxi and Runup (Lead/Wing).	Taxi and engine runup were accomplished with appropriate taxi spacing, ground maneuvering, and wingman consideration.	Performed procedures with minor deviations not detrimental to safety or mission accomplishment.	Unable to accomplish taxi and engine runups as a formation which potentially compromised safety or mission accomplishment.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
50	Area 50. Takeoff (Lead/Wing).	Maintained smooth aircraft control throughout takeoff. Performed IAW local maneuver procedures and flight manual procedures and techniques.	Made minor procedural or technique deviations. Control was rough or erratic.	Takeoff was potentially dangerous. Failed to establish proper climb attitude. Overcontrolled the aircraft, resulting in excessive deviations from intended flightpath.
51	Area 51. Departure/Climb/ Leveloff: a. Lead.	Was smooth on controls. Gave appropriate wingman consideration. Performed IAW local maneuver procedures.	Was occasionally rough on controls. Not unsafe, but lack of wingman consideration made it difficult for wingman to maintain position.	Was rough on the controls. Did not consider wingman.
	b. Wing.	Was smooth on controls. Performed IAW local maneuver procedures.	Was occasionally rough on controls. Made minor deviations in maintaining wingman position.	Was rough on controls. Was unable to maintain wingman position.
52	Area 52. Route Formation: a. Lead.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations. Lack of wingman consideration made it difficult for wingman to maintain position.	Major deviations occurred. Was unable to perform maneuver. Did not monitor wingman's position or configuration. Potentially compromised safety in an attempt to complete maneuver.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
	b. Wing.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviations occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
53	Area 53. Jump Position: a. Lead.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations. Lack of wingman consideration made it difficult for wingman to maintain position.	Major deviations occurred. Was unable to perform maneuver. Did not monitor wingman's position or configuration. Potentially compromised safety in an attempt to complete maneuver.
	b. Wing.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviations occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
54	Area 54. Crossunder: a. Lead.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations. Lack of wingman consideration made it difficult for wingman to maintain position.	Major deviations occurred. Was unable to perform maneuver. Did not monitor wingman's position or configuration. Potentially compromised safety in an attempt to complete maneuver.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
	b. Wing.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviations occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
55	Area 55. Wingwork Practice: a. Lead.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations. Lack of wingman consideration made it difficult for wingman to maintain position.	Major deviations occurred. Was unable to perform maneuver. Did not monitor wingman's position or configuration. Potentially compromised safety in an attempt to complete maneuver.
	b. Wing.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviations occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
56	Area 56. Position Change (Lead/Wing).	Lead was decisive and clearly directed lead change, with wingman in an appropriate position according to applicable flight manuals.	Lead was slow to position the aircraft to perform the lead change. Wingman was slow to position the aircraft to perform the lead change.	Excessive time was taken to accomplish lead change. Procedure was not conducted according to directives.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
57	Area 57. Pitchout (Lead/Wing).	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviations occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
58	Area 58. Rejoin: a. Lead.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations. Lack of wingman consideration made it difficult for wingman to maintain position.	Major deviations occurred. Was unable to perform maneuver. Did not monitor wingman's position or configuration. Potentially compromised safety in an attempt to complete maneuver.
	b. Wing.	Performed IAW local maneuver procedures.	Minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviations occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
59	Area 59. Overshoot (Wing).	Recognized the situation and took appropriate action. Performed IAW local maneuver procedures.	Slow recognition and minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviations occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.

ITEM	A	B	C	D
		Evaluation Criteria		
	Grading Area	Q	Q-	U
60	Area 60. Breakout (Lead/Wing).	Recognized the situation and took appropriate action. Performed local maneuver procedures.	Slow recognition and minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviations occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
61	Area 61. Lost Sight (Lead/Wing).	Recognized the situation and took appropriate action. Performed IAW local maneuver procedures.	Slow recognition and minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviation occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
62	Area 62. Lost Wingman (Lead/ Wing).	Recognized the situation and took appropriate action. Performed local maneuver procedures.	Slow recognition and minor errors occurred, but did not detract from maneuver accomplishment or safe flight operations.	Major deviation occurred. Was unable to perform maneuver. Potentially compromised safety in an attempt to complete maneuver.
63	Area 63. Descent/ Pattern Entry/Landing (Lead/Wing).	Performed descent and traffic entry as published or directed and complied with all restrictions or directives.	Minor deviations in airspeed and navigation occurred during descent and traffic entry.	Failed to comply with published or directed descent and traffic entry instructions or directives.

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Deputy Chief of Staff for Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircrew Operations*, 19 January 2012

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFMAN 11-217, Volume 1, *Instrument Flight Procedures*, 22 October 2010

AFMAN 33-363, *Management of Records*, 1 March 2008

Air Force Records Disposition Schedule (**https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**)

Forms Adopted

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 70, *Pilot's Flight Plan and Flight Log*

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

Abbreviations and Acronyms

ADF—automatic direction finder

AFTO—Air Force Technical Order

ARMS—Aviation Resource Management Systems

ASR—airport surveillance radar

ATC—air traffic control

CRM—cockpit/crew resource management

DME—distance measuring equipment

EPE—emergency procedures evaluation

FE—flight examiner

FSS—flight service station

GPS—Global Positioning System

IFF—identification, friend or foe

IAW—in accordance with

IFR—instrument flight rules

ILS—instrument landing system

INSTM—instrument (evaluation)

INSTR—instructor (evaluation)

KIAS—knots indicated airspeed

MAJCOM—major command

MDA—minimum descent altitude

MSN—mission (evaluation)

NDB—nondirectional beacon

nm—nautical mile

PAR—precision approach radar

QUAL—qualification (evaluation)

VFR—visual flight rules

VOR—very high frequency omnidirectional radio

WDI—wind drift indicator